PLANNING STATEMENT

IN SUPPORT OF APPLICATION FOR APPROVAL OF RESERVED MATTERS

RELATING TO SITING, DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING

PHASE 1 MEDWAY GATE (FORMER CUXTON PIT NUMBER 3)
CUXTON ROAD, STROOD, KENT

MC 2006/0093

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1.0 INTRODUCTION

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1.1 Medway Gate is a former chalk quarry located within Strood, Kent, within the administrative area of Medway Council. The site benefits from a number of detailed and outline planning consents which together establish the principle of a mainly residential development of the site. Certain characteristics and parameters are set through these existing planning consents, but the detail of the layout and design of the development remains to be approved by the Council. The mechanism for seeking this approval is the submission of applications for the approval of reserved matters.

1.2 Reserved matters applications do not reopen discussion as to the principle of the development of the site and cannot be used to question or vary those characteristics and parameters established within the existing detailed and outline consents.

1.3 This statement is submitted in respect of the first application for approval of reserved matters in relation to the development of the Phase 1 of the site (as defined on the attached Phasing Plan). Its purpose is to inform the Local Planning Authority, statutory and non-statutory consultees and the general public by;

- Explaining the background to the application;
- Setting out the relationship with the outline planning consent for the development of the site and other related planning consents;
- Introducing the overall illustrative Masterplan for the site and showing how it builds on and updates the principles established at outline stage;
- Explaining the intended approach to the phased implementation of the development of the site;
- Setting out a framework for the provision of elements of the scheme not included within the reserved matters applications;
- Describing the proposed Phase 1 development, and;
- Assessing the Masterplan and Phase 1 proposals against relevant planning policy.

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1.4 This statement should be read in conjunction with the architectural drawings and Design Statement prepared by PRP Architects and the Landscape Strategy Plan and Soft Landscape and Play Areas Design Strategy prepared by Allen Pyke Associates.

2.0 THE CONTEXT OF THE PHASE 1 RESERVED MATTERS APPLICATION

Scope and Form of Outline Planning Consent

2.1 This statement is submitted in support of an application for approval of reserved matters in respect of development at Medway Gate (former Cuxton Pit Number 3), Cuxton Road Strood. Outline planning consent MC2004/0063 was granted by Medway Council on 31 December 2004. The description of the development was;

> ***"Outline application for residential and use class B1 development with highways, drainage and other infrastructure including community facilities, open space and wildlife conservation areas."***

2.2 The outline application was supported by a full Environmental Impact Assessment (EIA) which further defined certain characteristics of the development in assessing its impact and suggesting design and mitigation measures.

2.3 Details of access to the site were provided and approved within the outline planning application. Further details of the proposed site access and emergency access and of highway, pedestrian and cycle facilities have been submitted for the Council's approval pursuant to condition 16 of the outline consent.

2.4 Details of siting, design, appearance and landscaping were reserved in the outline application and are required to be submitted pursuant to condition 1 of the subsequent consent.

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2.5 Condition 4 of the outline planning consent requires that the development as approved through the submission of reserved matters should be substantial in accordance with details contained within the outline submission and the associated EIA. The Masterplan and Phase 1 reserved matters application build on and update the framework established by the outline planning consent and the EIA.

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2.6 The following key characteristics of the proposals are significant in this respect;

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- Derivation of the main site access from the existing roundabout at the A228 Cuxton Road;

- Provision of a secondary access for emergency purposes further west on the A228;
- Inclusion of a bus turnaround point;
- Creation of a footpath/ cycleway link to Sycamore Road;
- The retention of significant areas to the north and west of the site as ecology habitats including the creation of additional ponds;
- The provision of around 2.6ha of public open space;
- The provision of an element of commercial floorspace, retail shops and a healthcare facility;
- Provision of a mixture of unit types and sizes of dwelling; and;
- Creation of parcels or phases of development at various densities relating to their location within the site and the relationship with neighbouring uses.

2.7 The indicative Masterplan submitted in support of the Phase 1 reserved matters application to which this statement relates shows how these principles have been taken into account in working up the detailed proposals for the site. Where appropriate further detail is provided elsewhere within this statement and within the associated Design Statement. The Masterplan builds on and rationalises the approach established by the indicative Masterplan which supported the outline application.

Phasing of Development

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2.8 Due to the scale and nature of the site and the consent it is intended that the development is undertaken on a phased basis. Legislation and case law governing applications for approval of reserved matters allow for phased submission and approval of details pursuant to the outline consent. An application (ref. MC2005/2319) has been submitted to vary various conditions attached to the outline consent to facilitate a fully phased approach to the submission of details and the implementation of the proposed development.

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2.9 A Phasing Plan showing the intended approach to the phasing of the development of the site is submitted in support of the application to which this statement relates. Broadly, it is intended to phase the implementation of the development from east to west. This relates to the provision of estate roads and the construction of residential and other development. Planning conditions and S106 obligations govern the phased

provision of various elements of the scheme including the main and emergency access, nature conservation areas etc. and these are therefore excluded from the phasing.

Scope of the First Phase Reserved Matters Application

2.10 The application in respect of which this statement is submitted seeks reserved matters approval for siting, design, external appearance and landscaping in respect of Phase 1 of the development as defined on the Phasing Plan. The application comprises a detailed layout for Phase 1, together with fully detailed architectural drawings of all proposed houses and ancillary buildings and an overall landscaping scheme.

2.11 The landscaping proposals are intended to discharge condition 1 of the outline consent by providing landscaping strategy for the site. They are intended to compliment and amplify the Masterplan proposals and are a fully detailed landscaping or planting scheme. More detailed landscaping plans for Phase 1 are dealt with under condition 6 of the outline consent rather than as a reserved matter and will be submitted at a later date. An indicative Masterplan and a phasing plan are included within the submission to demonstrate how the proposed Phase 1 layout works as part of the wider strategy for the development of the site and the submission is also supported by a design statement which indicates the design approach to the wider site and the way in which the Phase 1 submission fits within this.

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2.12 Detail of the Phase 1 reserved matters submission is set out elsewhere in this report. Various elements of the development are required by the existing detailed and outline consents for the development of these sites. Rather than being reserved matters, the approval of the detail of these elements and their provision within the development is governed by various conditions. The approach to the most important of these elements is set out below.

Newt Habitat Creation and Development Platform

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2.13 In order to allow for advance works in preparation for the development of the site, planning permission was obtained for engineering operations involving the creation of ponds at the site (ref. MC2003/2616). These ponds, which are now in place, provide replacement habitat for newts currently living within the site. Together with measures required by the outline planning consent and the development platform consent

(described below) the creation of these ponds forms an important element of the mitigation works required to facilitate the development.

2.14 The development of the site is further supported by a planning consent (MC20045/0058) granted by the Local Planning Authority specifically for the creation of a development platform. This application, which was also supported by an Environmental Impact Assessment, provided detail of the proposed cut-and-fill exercise which would create a sufficiently level base on which to construct the development. The consented engineering operations comprise a balanced exercise, with material cut from one part of the site used to fill elsewhere.

2.15 The indicative Masterplan submitted in support of the Phase 1 application shows how the proposed development of the site will sit within the development platform and shows how the areas set aside for retention and provision of habitat areas will relate to the proposed built form.

Access and Transport Arrangements

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2.16 The access arrangements for the site were considered and approved under the terms of the outline planning consent. The main access will be taken from the A228 via a new fourth arm to the existing roundabout, whilst an emergency access will be provide from a junction with the A228 further to the west.

2.17 Details of these junctions, together with details of the access road from the roundabout with the A228 into the core of the site, details of a pedestrian crossing on the A228 and details of cycle and pedestrian routes have been submitted to the Local Planning Authority for approval. These elements of the development will be provided in accordance with the requirements of the outline planning consent.

2.18 A bus turnaround point is required to be provided in accordance with details submitted to and approved by the Local Planning Authority. The submission of details is required prior to the commencement of the development whilst its provision on site is required prior to or upon the occupation of the 100th unit. This requirement is governed by condition and by a clause in the relevant S106 agreement.

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2.19 The bus turnaround point will therefore be provided and made available for use part way through the implementation of Phase 1. Details of the location of the facility are included within the indicative Masterplan for the site submitted in support of the Phase 1 reserved matters application. An urban square is to be created at the junction between the main and emergency access routes within the site.

2.20 A mixed use local centre to the west of this square will house commercial, retain and community uses as set out in the outline planning consent. The bus turnaround facility is provided through anti-clockwise circulation around the urban square, with a drop-off point at the front of the mixed-use block. A more detailed design and layout scheme will be submitted for approval pursuant to condition prior to the commencement of the development.

Mixed Use Elements of the Development

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2.21 The outline planning application for the development of the site includes provision for the inclusion of non-residential elements such as B1 commercial floorspace, local retail facilities and community facilities. The submission and approval of a scheme for the provision of the Class A1 retail shop and healthcare facility and a timetable for their implementation are required by conditions attached to the outline planning consent.

2.22 The location of a mixed use centre to include these facilities is shown on the illustrative Masterplan submitted in respect of the Phase 1 reserved matters application and the associated Phasing Plan. This mixed use centre is within Phase 2 as defined by the Phasing Plan and will be provided within that part of the development.

2.23 The detail of the retail shop and healthcare facility, including its more detailed siting, design and external appearance and the timing of its provision within the phase of development within which it will be located will be set out in the reserved matters application for Phase 2.

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Open Space and Play Facilities

2.24 The requirement for open space to service the proposed development was assessed in the Council's consideration of the outline planning application for the site. The consent requires the development to include provision for *up to 2.6ha of equipped and non-*

equipped play areas and other public open spaces in accordance with a scheme submitted to and approved by the Local Planning Authority.

2.25 The illustrative Masterplan submitted in support of the Phase 1 reserved matters submission to which this statement relates shows the provision of 2.63ha of open space, exceeding the requirements of the outline planning consent. This builds on the approach to the identification of suitable areas of open space established through the illustrative Masterplan approved in respect of the outline consent.

2.26 The illustrative Phasing Plan shows the location of areas of public open space within each of the three phases of development. Principles for the location, layout, design and landscaping of the open space is set out the landscape report submitted in support of the Phase 1 reserved matters application. Further detail as to the treatment and landscaping of these areas will be provided within the landscaping details to be submitted pursuant to conditions.

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3.0 THE DETAILED PHASE 1 PROPOSALS

Application Site and Its Surroundings

3.1 The Medway Gate site comprises a former chalk quarry located towards the south western edge of Strood in Kent. To the immediate north the site bounds onto an existing established residential area. The south eastern boundary is formed by the A228 whilst to the immediate west are the M2 Motorway and the route of the Channel Tunnel Rail Link.

3.2 The site is located in a transitional position between various land uses. Together with the residential neighbourhood to the north of the site, the surrounding area is characterised by commercial development to the south of the A228, the entertainment complex on the banks of the River Medway further to the south and grassed slopes running down to the riverside.

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3.3 The raised position above the River Medway, together with the impressive sweep of the M2 bridge, create a dramatic landscape from parts of the A288. However, little of this is seen from within the site due to the dramatic change in levels. Quarrying at the site has resulted in the creation of extreme differences in levels between the site and the surrounding area, particularly at the southern end of the site. The views of the landscape and surrounding areas from within the site are therefore of steep walls of white chalk. The chalk walls are partially vegetated to the west and to the majority of the northern and southern boundaries. The north eastern part of the site is closer to being at grade with and is therefore more open to views of the neighbouring residential area and the A228.

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3.4 The location of the site and the dramatic landscape setting have been taken into account in designing the layout of the proposed development. The associated design statement provides further detail in this respect.

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3.5 The application in respect of which this statement is submitted relates to reserved matters for Phase 1 of the proposed development. As shown on the indicative Phasing Plan, Phase 1 is located at the north eastern end of the overall Medway Gate site. This is the point of the site which following the creation of the approved development platform, will relate most closely with the elevational levels of the surrounding area. The

difference in levels between the proposed development and the neighbouring residential properties to the north decreases from west to east.

3.6 The Phase 1 site is bounded to the south by the elevated site access from the A228 and to the north by existing residential properties. The eastern boundary fronts onto existing public open space whilst to the west is the future Phase 2 development site.

The Proposed Development

3.7 Phase 1 of the development of the site takes forward the eastern third of the proposed Masterplan. A total of 147 units are proposed, as shown on the schedule of accommodation provided with the architectural plans.

3.8 Access to Phase 1 will initially be from a spur off the main access into the site. Once Phase 2 is constructed further connectivity with the wider site will be provided via the central urban square. The street hierarchy is further described within the Design Statement.

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Density, Mix and Provision of Affordable Housing

3.9 The proposed mix of units has been determined to provide a range of size, tenure and type of housing responding to market signals in respect of the private units and local housing need in respect of the affordable housing, determined through discussions with Medway Council's housing strategy team and with local social housing providers. The mix for Phase1 is, however, influenced by its location at the eastern end of the site closer to existing residential properties, and the proportion of apartments is therefore lower than will be the case for the remaining phases.

3.10 The mix of unit sizes by number of bedrooms and by type is as follows;

Private Market Units;

1-bed units	:	4	(3.6%)
2-bed units	:	23	(21%)
3-bed units	:	52	(47.3%)
4-bed units	:	31	(28.1%)
Total	**:**	**110**	

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Apartments	:	9	
Houses	:	101	

Affordable Housing Units;

1-bed units	:	4	(10.8%)
2-bed units	:	20	(54%)
3-bed units	:	10	(27%)
4-bed units	:	3	(8.2%)
Total	:	**37**	**(25% of all units)**

Apartments	:	20
Houses	:	17

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3.11 The development area of Phase 1 is 2.5ha, resulting in a net density of approximately 59 dwellings per hectare. However, the development area excludes the open space related to Phase 1 and is therefore not directly comparable with the range of densities set out in PPG3. The overall Masterplan for the site and the Phase 1 proposals are compatible with the outline planning consent in terms of the development area, provision of open space and land-take associated with infrastructure and the overall number of units proposed. The Masterplan will therefore generate an overall density for the site within the range approved by the outline planning consent.

3.12 The range of unit numbers approved by virtue of the outline consent will result in an efficient use of land in accordance with PPG3 and draft PPS3, thereby reducing the overall land take required to deliver necessary housing. In particular, the extent of reliance on greenfield land will be reduced.

3.13 Affordable housing will be secured in accordance with the detailed requirements set out in the outline planning consent and associated S106 agreement. Clause 7.5 of the S106 agreement requires, as the first preference, that the affordable housing within each phase of the development is transferred to a Registered Social Landlord prior to the occupation of 60% of the private housing units within that phase. In the case of Phase 1 the relevant number of private market units is 66.

Open Space Provision

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3.14 The outline planning application for the development of the site established the overall level of provision of open space in respect of the development and the principles for its disposition within the site. A total of 2.6ha of open space was shown on the Masterplan and conditions imposed by the Council in granting planning consent require the provision of this open space within the development of the site.

3.15 The overall Masterplan for the site shows provision of approximately 2.63ha of open space within the proposed development. The exact amount of open space to be provided within the site as a whole will be established once detailed proposals for Phases 2 and 3 are drawn up for submission, but will not be less than 2.6ha.

3.16 Three areas of open space are shown within Phase 1, together with associated equipped play areas. These area located to the north of area J (south of existing residential properties), to the east adjacent to existing open space at Cuxton Road and east of the access to Phase 1 from the main site access. Between them, these provide a total of 0.88ha.

3.17 The approach to the location, design and function of open space is described in more detail in the Design Statement and Landscape Strategy.

Residential Amenity

3.18 Both the Masterplan for the site and the detailed proposals in respect of Phase 1 have been designed to provide a good level of amenity for future occupiers and to prevent unacceptable impact on the level of amenity enjoyed by occupiers of exiting properties adjoining the site.

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3.19 Houses within the proposed development will have rear gardens providing secure and private amenity space. The size of gardens varies, providing opportunities for purchasers to exercise discretion as to the appropriate size to meet their needs, but reflects the need to maximise the efficient use of the site in accordance with PPG3 and draft PPS3. Apartments within the proposed development are positioned for convenient access to communal and public open space.

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3.20 Orientation and relative positioning of proposed dwellings has been designed so as to maximise the availability of sunlight and daylight to habitable rooms and private amenity spaces.

3.21 In many locations within Phase 1 of the development rear gardens face each other at an oblique angle with rear-to-flank distance of 10m or more. In other locations rear gardens are separated by small private parking courts, thereby increasing separation distances to in excess of the indicative 21m back-to-back distance used by the Council.

3.22 The proposed dwellings relate to existing residential properties at the north eastern boundary of Phase 1. The proposed houses closest to the boundary are two stories in height and will be roughly at grade with the existing properties. The separation between existing and proposed properties is 15m where the relationship is rear-to-flank and is approximately 25m where the relationship is back-to-back. This relationship would not result in unacceptable levels of overbearing, loss of light or loss of privacy.

3.23 The main apartment blocks (F and J) are three and four stories in height, but due to the base level compared to existing dwellings the roof heights would be close to those of the existing houses to the north. The closest distance between the proposed apartments and the existing houses is in excess of 60m.

3.24 An assessment of noise and vibration, undertaken by Alan Saunders Associates is submitted with the illustrative Masterplan. It concludes that occupiers of the site will not be subject to unacceptable levels of vibration and that noise levels can be mitigated through use of standard double glazing.

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Parking Provision and Access to Alternative forms of Transport

3.25 A detailed car parking strategy is set out in the associated Design Statement. Parking levels vary according to the size and type of unit and a mixture of allocated and shared facilities are available. Overall levels are within the maximums set out in the adopted vehicle standards for residential properties within urban areas (not more than 1.5 spaces per unit as an average across the site).

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3.26 In accordance with PPS1, PPG3 and PPG13 the level of parking provided strikes a balance between the need to service the site whilst avoiding inefficient use of land and

creating a car-dominated environment. In actively seeking to reduce parking levels over recent years, planning policy has sought to reduce reliance on the private car and encourage use of alternative forms of transport.

3.27 Linked to assessment of the appropriate level of parking for the site is the accessibility of local services, proximity to public transport and ease of connectivity for cycling and walking. The site is located at the edge of Strood close to the town centre and the goods, services and employment opportunities it affords. Existing public transport routes run past the site on the A228 and will be diverted in to the site as far as the mixed use centre located within Phase 2. There are extensive opportunities for use of alternative forms of transport, thus reducing car dependency and allowing for a reduced level of parking provision.

3.28 Cycle and pedestrian connectivity will be improved, with linkages to the surrounding area created to the north of the site, existing footpaths and cyclepaths upgraded and improved and additional pedestrian crossing points. Secure and convenient cycle parking will be accommodated within private gardens in the case of houses and in cycle storage facilities for the apartment blocks.

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4.0 PLANNING APPRAISAL

4.1 This section of the statement appraises the proposed Masterplan and Phase 1 reserved matters proposals against adopted planning policy. As outline planning consent for the development of the site is in place matters relating to the principle of the development are not included and greater emphasis is given to matters of detail.

4.2 The planning policy framework for the site is set out in national and regional planning guidance and the Development Plan, which comprises the adopted Kent Structure Plan 1996 and the adopted Medway Plan 2003. The structure plan review can also be afforded a certain weight due to the advanced stage that has been reached in its preparation.

National Planning Guidance

4.3 Planning guidance at the national level is set out in Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs) which are being brought in to replace PPGs.

4.4 PPS1 : Delivering Sustainable Development sets out the Government's overall intentions for the planning system and puts the achievement of sustainable development at the heart of the system. The proposed development of Medway Gate provides much needed homes in a sustainable location and makes efficient use of previously developed land. A high quality of design of the built environment and landscape is proposed and the development of the site will included retained and new habitat. The mixed use elements of the development would enhance the sustainability of the development and assist in creating sustainable communities.

4.5 PPG3 : Housing establishes key principles for the delivery of housing development. In considering the outline application for the development of the site it was established that the development of the site would contribute towards housing supply in a sustainable manner and would assist in reducing reliance on greenfield land. A suitable development density would make efficient use of land whilst the inclusion of a mix of units types and sizes suitable for a range of tenures, together with affordable housing, would help meet housing need. The indicative Masterplan and Phase 1 details takes forward the principles established within the outline planning consent and seeks to

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create a high quality development through their application to the design of detailed proposals.

4.6 PPS9 : Biodiversity and Geological Conservation establishes the relationship between land use planning and conservation issues. The principles of the development of the site were established under the terms of the outline planning consent and together with the earlier application for habitat creation design and mitigation measures were agreed. Mitigation and enhancement takes place outside of the development area of the site and will accommodate replacement habitat and see existing areas enhanced.

4.7 PPG13 : Transport seeks to influence the location of development in order to create a sustainable pattern that reduced travel and, in particular, reliance on the private car. The Medway Gate site is located at the edge of the urban area of Strood in close proximity to the town centre and existing large areas of population, employment and service provision. Together with existing access to public transport and proposed improvements, including providing a bus service into the site, the location of the site would accord with these principles. Furthermore, the detailed design of the site provides an appropriate level of parking provision (below 1.5 spaces per unit) and accommodates this parking in an efficient way without compromising the effective capacity of the site. Provision for walking and cycling further assist in nurturing sustainable travel patterns.

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4.8 PPG17 : Planning for Open Space, Sport and Recreation requires that the open space and recreation needs of the community are taken into account in formulating planning policies and considering planning applications. The overall open space requirement arising as a result of the development of the site was established through the outline planning consent. The indicative Masterplan and the landscape strategy drawing show how this open space will be provided and the detailed Phase 1 proposals provide further detail in respect of open space within the first stage of the development of the site.

4.9 PPG24 : Planning and Noise sets out principles for the assessment of noise in relation to planning with a view to ensuring that residential amenity levels are within acceptable limits. A noise a vibrations investigation undertaken by Alan Saunders Associates shows that there is no significant vibration impact at the site and that with the use of standard double glazing units noise levels can be adequately mitigated.

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Regional Planning Guidance

4.10 Regional Planning Guidance Note 9 : South East (RPG9) provides strategic planning guidance for the South East of England and Regional Planning Guidance Note 9a : Thames Gateway (RPG9a) provides further detail in respect of those areas of the South East within the Thames Gateway growth area. The strategy for Medway is to focus on the regeneration of existing settlements, particularly through the reuse of previously developed land. The principle of the development of the subject site as set out in the outline application was considered by Medway Council in resolving to grant planning consent any by the Government Office for the South East in considering the referral of the application as a departure of from the adopted Development Plan. Both concluded that the development of the site as proposed would accord with the strategy for the area including regional planning guidance.

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The Development Plan : Structure Plan and Local Plan Guidance

4.11 The adopted Kent Structure Plan 1996 (KSP1996) and the Structure Plan Review, in the form of the Kent and Medway Structure Plan Deposit Version 2003 (KMSP2003 as proposed to be amended through Proposed Modifications published by Kent and Medway Councils) provide County-level planning policy guidance. The Medway Local Plan 2003 (MLP2003) sets out the most detailed planning guidance at a local level.

4.12 The principle of the development as shown on the indicative Masterplan has been established through the granting of outline planning consent. However, the indicative Masterplan, landscape framework and the detailed Phase 1 reserved matters proposals comply with the more detailed guidance set out in KSP1996, KMSP2003 and MLP2003, particularly by;

- Accommodating and encouraging use of alternative forms of transport;
- Creating a high quality sustainable community through appropriate design of build form and landscaping;
- Providing a good level of amenity for occupiers, contributing towards a good quality of life;
- Including the provision of affordable housing and a mix of types and sizes of market housing;
- Providing open space and play facilities to meet local needs, and;

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- Making efficient use of land and regenerating urban areas.

4.13 Further detail as to the compliance of the scheme with planning policy for good design, sustainability and amenity is set out in the associated Design Statement by PRP Architects and the Landscape Strategy Plan and Soft Landscape and Play Areas Design Strategy by Allen Pyke Associates.

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5.0 SUMMARY AND CONCLUSIONS

5.1 This planning statement is submitted in respect of an application for the approval of reserved matters in respect of Phase 1 of the development of the Medway Gate site, Cuxton Road, Strood. An illustrative Masterplan, illustrative phasing plan, Design Statement, the Landscape Strategy Plan and Soft Landscape and Play Areas Design Strategy provide further background information.

5.2 The proposed overall approach to the site and the detailed Phase 1 proposals work within the framework of the outline planning consent and associated detailed consents for habitat creation and the development platform for the site.

5.3 The Masterplan builds on the principles established at the outline application stage and takes forward the original Masterplan whilst updating it to reflect current aspirations for the development of the site. It shows how the various elements of the outline consent will be delivered on a phased basis to create a distinctive and sustainable development. The detailed Phase 1 application further builds on the illustrative Masterplan to show how the first part of the site will be brought forward to create a high quality development as described in the Design Statement.

5.4 The development of the site as proposed will result in the creation of an attractive, liveable, sustainable neighbourhood which will enhance the local area. It will make efficient use of previously developed land and assist in reducing reliance on greenfield land. It is hoped that the proposals will gain the support of Medway Council and the local community.

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